

## City of Alexandria, Virginia

## MEMORANDUM

21  
12-11-01

DATE: DECEMBER 5, 2001

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: PHILIP SUNDERLAND, CITY MANAGER *PS*

SUBJECT: CONSIDERATION OF A RESOLUTION REQUESTING THE VIRGINIA DEPARTMENT OF TRANSPORTATION TO ESTABLISH AN URBAN HIGHWAY PROJECT FOR THE REPLACEMENT OF THE ROUTE 1 (MONROE AVENUE) BRIDGE

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**ISSUE:** Consideration of a resolution requesting the Virginia Department of Transportation (VDOT) to establish an Urban Highway project for the replacement of the Route 1 bridge at Monroe Avenue.

**RECOMMENDATION:** That City Council:

- (1) Adopt the attached resolution (Attachment 1) and request staff to forward it to the Virginia Department of Transportation; and
- (2) Authorize the City Manager to sign related documents.

**BACKGROUND:** In 1999, City Council approved the concept plan for the Potomac Yard/Potomac Greens Coordinated Development District (CDD). This concept plan provided for two possible alternatives for the Route 1 Monroe Avenue Bridge. The first alternative, called the "Concept Plan," keeps the existing Monroe Avenue Bridge in its present configuration, and adds a connection (by means of a bridge) between the proposed spine road (Potomac Avenue) and Route 1 at the eastern end of the Monroe Avenue Bridge immediately north of Slaters Lane (Attachment 2). The second alternative, called the "Alternative Concept Plan," replaces the existing Monroe Avenue Bridge with a new bridge on a straightened Route 1 alignment (Attachment 3).

The 1999 CDD concept plan approval lays out a process for determining which alternative is best for the City. This process requires the developer of Potomac Yard, Crescent Resources, Ltd., to provide the City with cost estimates for each of the two alternatives for the City's review and approval. City staff is currently reviewing the cost estimates from Crescent Resources, Ltd. to verify that these cost estimates are accurate and to determine if the cost difference between the two alternatives is reasonable given the City's goals, because the "Alternative Concept Plan" becomes the operative plan only if the City agrees to assume responsibility for paying the cost

difference. If the City decides not to assume the cost difference, then the "Concept Plan" alternative automatically becomes the operative plan, and Crescent Resources, Ltd. is responsible for its entire cost.

City staff expects to present City Council with its recommendations on these cost estimates and on a final alignment in June 2002. At that time, Council will decide which alternative bridge alignment to approve.

**DISCUSSION:** In 2000, the City requested that the Virginia Department of Transportation (VDOT) program money into its six-year budget for the City's share of the "Alternative Concept Plan" (replacing the Monroe Avenue Bridge with a straightened Route 1 alignment and bridge), and VDOT included \$29 million in its six year plan. Since then, City staff have been working with VDOT staff to facilitate the process, in the event City Council approves the "Alternative Concept Plan."

If City Council approves the "Alternative Concept Plan" in June 2002, it will take at least 18 months from that approval before VDOT could advertise for the construction of the new bridge. It is during these 18 months that VDOT does the environmental documentation to meet State and Federal requirements, conducts the required public hearing, and obtains project approval from the Commonwealth Transportation Board. By adopting the attached resolution (Attachment 1), City Council is authorizing VDOT to proceed with the preliminary details now. This would result in moving the replacement bridge project along more quickly by beginning the at-least 18 month process in December 2001 rather than June 2002, and would minimize any delay in the development construction schedule of Crescent Resources, Ltd., as well as potentially resulting in a construction cost savings.

The VDOT resolution does include the standard language that should the City cancel this project, the City would reimburse VDOT for all costs "expended by the Department through the date the Department is notified of such cancellation." Should there be the need to reimburse VDOT because Council does not approve the "Alternative Concept Plan," staff estimates the amount would not exceed \$20,000. Such reimbursement would come from the forfeiture of future Urban Funds. However, if Council approves the "Alternative Concept Plan" in June 2002, staff believes that the savings in time and escalation costs, by moving ahead now with VDOT, more than outweigh the potential costs associated with any required reimbursement. Furthermore, formally requesting that VDOT program this project now will secure the funding in the event that VDOT's priorities shift.

**FISCAL IMPACT:** Although staff has not completed the review of Crescent Resources' current cost estimates for the "Concept and Alternative Concept Plans," early estimates developed at the time of the CDD approval in 1999 showed the City's share of the "Alternative Concept Plan" at about \$15 to \$17 million (significantly under the VDOT six-year plan dollar allocation), of which VDOT and Federal funds would cover 98% and the City would be required to provide a 2% match, or \$300,000 to \$340,000, based on these numbers. The City currently

has \$346,700 in City dollars programmed in the FY 2002-FY 2007 Capital Improvement Program (CIP) for this project. Of the \$29 million programmed in the VDOT budget, \$15 million is from the City's Urban System Improvement Fund allocation from the State and \$14 million is Federal Revenue Anticipation Notes (FRAN), which are loans against future Urban Funds allocated by the State to the City. The City would be required to provide the 2% match, as well as the interest on any necessary FRAN funds, beginning in the year in which they are used. Funding for the interest payment on the FRAN funds would come from future Urban Funds. Since all of the \$29 million for this project is derived from Urban Funds that the City obtains by formula, any difference between the \$29 million VDOT budget amount and the actual cost of the project become funds that will eventually be made available for City road or transit projects.

**ATTACHMENTS:**

1. VDOT Programming Resolution
2. "Concept Plan"
3. "Alternative Concept Plan"

**STAFF:** Richard J. Baier, P.E., Director, Transportation & Environmental Services  
Emily A. Baker, P.E., City Engineer

RESOLUTION NO. \_\_\_\_\_

## ROUTE 1 (MONROE AVENUE) BRIDGE REPLACEMENT

## PROJECT PROGRAMMING RESOLUTION

WHEREAS, in accordance with Virginia Department of Transportation construction allocation procedures, it is necessary that a request by council resolution be made in order that the Department program an urban highway project in the City of Alexandria; now

THEREFORE BE IT RESOLVED, that the Council of the City of Alexandria, Virginia requests the Virginia Department of Transportation to establish an urban system highway project for the replacement of the Route 1 bridge at Monroe Avenue, over the CSX rail tracks.

BE IT FURTHER RESOLVED, that the Council of the City of Alexandria hereby agrees to pay its share of the total cost for preliminary engineering, right of way and construction of this project in accordance with Section 33.1-44 of the Code of Virginia, and that, if the City of Alexandria subsequently elects to cancel this project, the City of Alexandria hereby agrees to reimburse the Virginia Department of Transportation for the total amount of the costs expended by the Department through the date the Department is notified of such cancellation.

Adopted this \_\_\_\_ Day of \_\_\_\_\_, 20\_\_\_\_

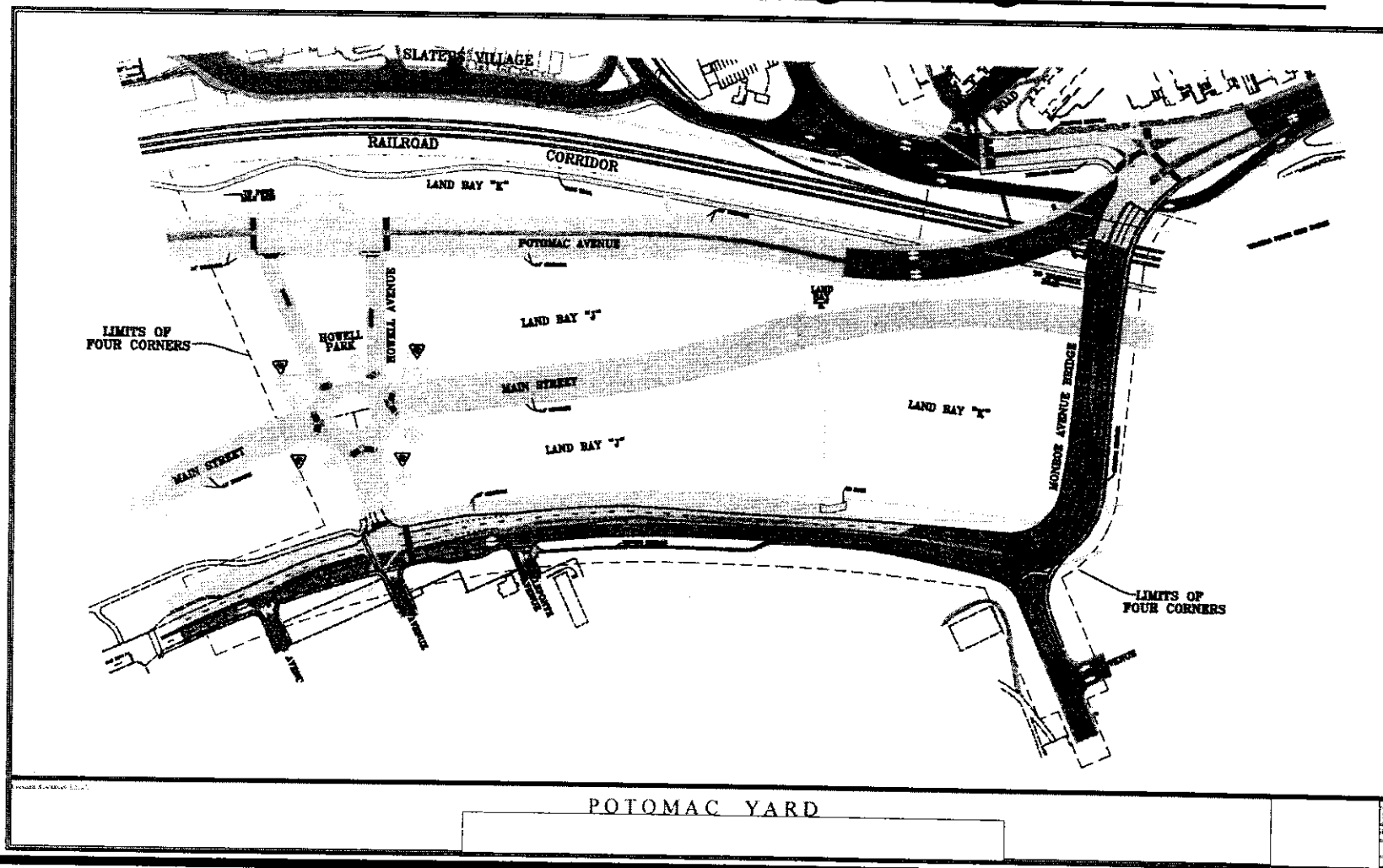
City of Alexandria, Virginia

ATTEST

\_\_\_\_\_  
Clerk of CouncilBy \_\_\_\_\_  
Mayor/Manager

# Monroe Avenue Bridge Project

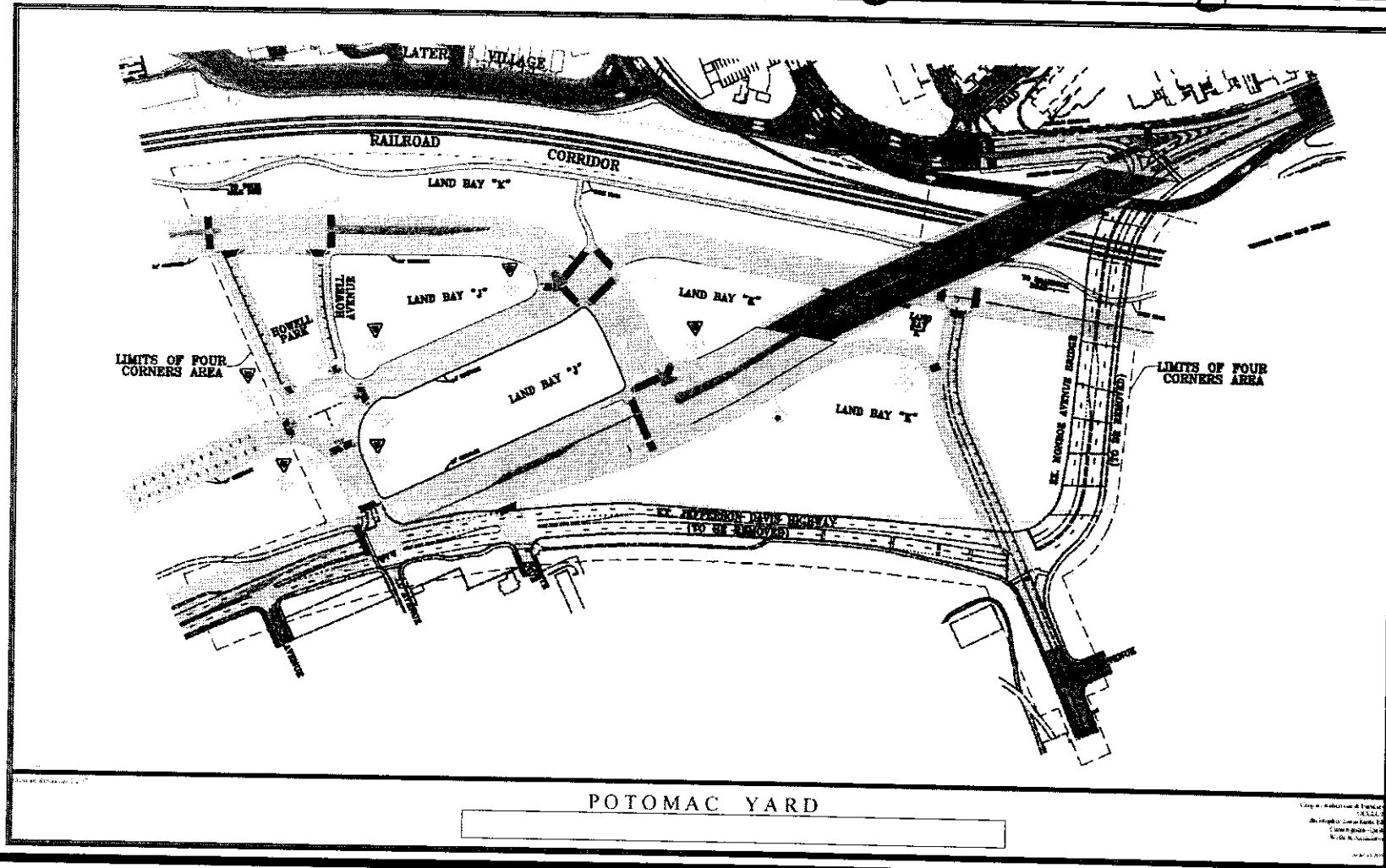
## "Concept Plan" - Existing Bridge Remains



Transportation & Environmental Services

# Monroe Avenue Bridge Project

## “Alternate Concept Plan” - Straightened Alignment



Transportation & Environmental Services

RESOLUTION NO. 2012

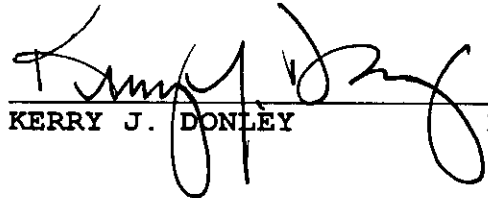
ROUTE 1 (MONROE AVENUE) BRIDGE REPLACEMENT  
PROJECT PROGRAMMING RESOLUTION

**WHEREAS**, in accordance with Virginia Department of Transportation construction allocation procedures, it is necessary that a request by council resolution be made in order that the Department program an urban highway project in the City of Alexandria;

**NOW, THEREFORE BE IT RESOLVED**, that the Council of the City of Alexandria, Virginia, requests the Virginia Department of Transportation to establish an urban system highway project for the replacement of the Route 1 bridge at Monroe Avenue, over the CSX rail tracks.

**BE IT FURTHER RESOLVED**, that the Council of the City of Alexandria hereby agrees to pay its share of the total cost for preliminary engineering, right-of-way and construction of this project in accordance with Section 33.1-44 of the Code of Virginia, and that, if the City of Alexandria subsequently elects to cancel this project, the City of Alexandria hereby agrees to reimburse the Virginia Department of Transportation for the total amount of the costs expended by the Department through the date the Department is notified of such cancellation.

Adopted: December 11, 2001

  
KERRY J. DONLEY MAYOR

ATTEST:

  
Beverly I. Jett, CMC City Clerk